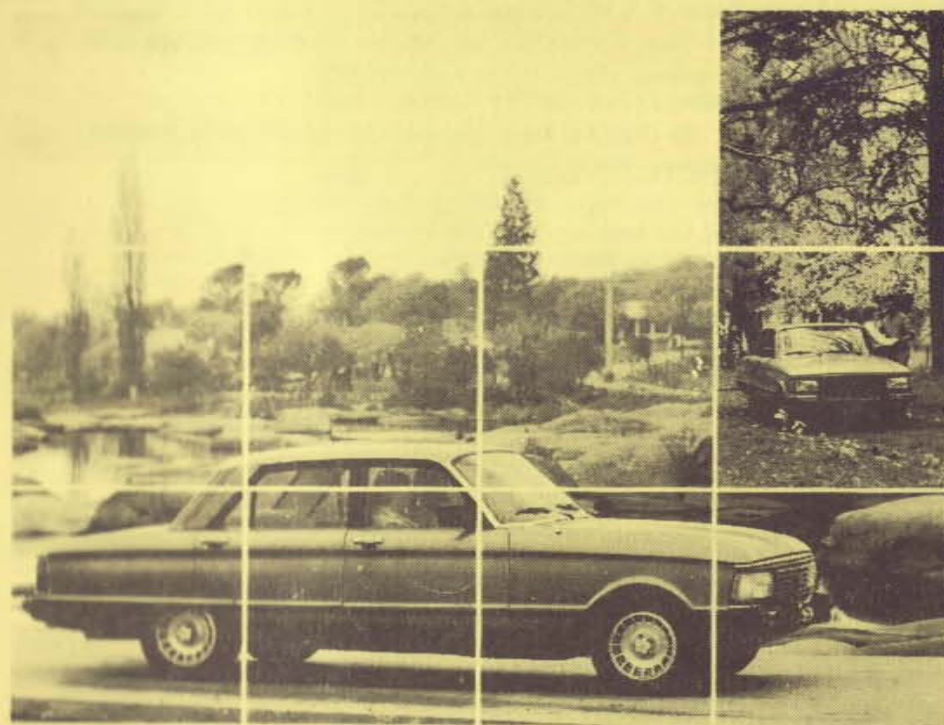


The *Falcon* News

February 1989

Vol. 10, No. 7



1987 FORD FALCON ARGENTINA

FALCON CLUB OF AMERICA

P.O. Box 113

Jacksonville, AR 72076

FIRST CLASS MAIL

FIRST CLASS MAIL
U.S. POSTAGE
PAID
McRae, AR 72102
PERMIT NO. 3



The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, P.O. Box 1564, No. Little Rock, AR 72115. (501) 982-1029.

Vice President: Jim Hatcher, 8301 W. 92nd Terr., Overland Park, KS 66212.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, P.O. Box 1564, No. Little Rock, AR 72115. (501) 982-1029.

Partsmaster: Charles Digiacoia, 1010 N. Hickory, Paris, AR 72855.

Gerald Gasser, 73 Rose Lawn Ave., Fairport, NY 14450.

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

BOARD OF DIRECTORS (Number of years in term)

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827. (517) 663-4263 (5).

Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052 (4).

Steve Springer, 2300 Silverleaf Cove, Roundrock, TX 73664. (512) 244-7917 (3).

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599 (2).

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134. (901) 386-5894 (1).

REGIONAL DIRECTORS

EASTERN: Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507. (813) 792-0282.

NORTH CENTRAL: David Humes, P.O. Box 16, Oakwood, IL 61858. (217) 354-4825.

SOUTH CENTRAL: Dwayne Barber, 2424 Oak Grove Dr., Plano, TX 75074.

MOUNTAIN: Ray Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011 (206) 488-9184.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

CHAPTERS

The Alamo Chapter

George Myers, 1202 Elks Pass Circle, San Antonio, TX 78232. (512) 494-8205.

The Arizona Chapter

Glen Beam, 18829 N. 12th Avenue, Phoenix, AZ 85027.

The Carolinas Falcon Chapter

Butch Willis, 403 S. Lane Rd., Mt. Holly, NC 28120. (704) 827-5982.

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Eastern Virginia Chapter

Sam McCutchen, 5816 W. Hastings Arch, Virginia Beach, VA 24462.

The Founder's Chapter

Ezra Wingfield, 8201 Westwood Ave., Little Rock, AR 72204. (501) 565-4031.

The Frontier Chapter

Betty Bolin, Falcon Lane, Rt. 4, Box 295, Paris, AR 72855.

The Gateway Chapter

Richard Tribout, 25 Raintree Ct., St. Peters, MO 63376.

The Greater Bay Area Chapter

Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

The Gulf States Chapter

Bonnie Stringer, 110 Nicholson Ave., Long Beach, MS 39560.

The Hoosier Chapter

Clifford Smith, 1210 Crescent Dr., Bloomington, IN 47401. (812) 336-5842.

The Keystone Chapter

Ed Snyder, 818 W. Callowhill, Perkasie, PA 18944. (215) 257-2422.

The Land of Lincoln Chapter

Ed Kavanaugh, 233 Malibu Dr., Bolingbrook, IL 60437. (312) 739-0199.

The Lone Star Chapter

Marty Martin, 2910 O'Henry, Garland, TX 75042.

The Mason-Dixon Chapter

Phillip Barber, 2574 Riva Rd. #17A, Annapolis, MD 21401. (301) 266-8271.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Barbara Sparks, 6900 Mariposa, Denver, CO 80221. (303) 427-8340.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911. (414) 731-2708.

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northeast Chapter

Vinny Delucia, 15 Allerton Farm Rd., Middlebury, CT 06762. (203) 598-7936.

The Northwest Falcons Chapter

Bill Crooks, 3918 S.W. Arroyo Ct., Seattle, WA, 98146. (206) 244-3918.

The River City Chapter

Ron Wilson, 7701 Oakwood Lane, Citrus Heights, CA 95621.

The Rocky Mountain Chapter

Dave Jeffries, 4965 El Camino Dr., Col. Springs, CO 80198. (719) 599-0085 evenings.

The Southeast Chapter

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL 34689. (813) 934-8356.

The Wasatch Chapter

Charles Garcia, 823 E. 700 North, Layton, UT 84041. (801) 546-4987.

President's Message

WANTED: The FCA needs an Editor. If you or anyone you know might be interested, let me know.

If you haven't started making your plans for the National in August, be sure to start them in plenty of time to make a vacation out of the trip. Last year some people were there almost a week early. It's always enjoyable to get there and have time to visit with all the old friends and meet new ones.

I would like to talk to you about your Falcon insurance this month. Many of you have called me about it, and it seems a lot of our members are not aware that most companies have a special policy for our cars. It's very cheap compared to a regular policy and you have a stated dollar amount on your Falcon. Give your agent a call and check this out.

We are now looking for a chapter to host the 1991 National meet. If any chapter is interested, please let me know.

Roy E. Sword
President FCA

Editor's Message

We really do enjoy being the editors of the club's newsletter but we feel it is time for a change of editors. This will help us have some extra time each month for a new company we have started the first of the year, and it can't hurt to have a new editor take over with a lot of enthusiasm about improving The Falcon News and helping make it better and better.

A great majority of you have sent words of praise and encouragement over these years and we really appreciate each and every one of you. We love hearing you say you can't wait to get the newsletter each month. It is exciting to see how much we can get in each issue, and without your response in helping we could not do our job. You, the members, make the newsletter great and we have had great support.

We would like to encourage any one interested in becoming the new editor. Let us or Roy hear from you.

Bill and Kathy Woodell, Editors

Dear Club Members,

I wish to thank all of our friends in The Falcon Club of America for the support and kind expressions of sympathy given me upon the loss of my husband Joe Hannebrink.

The Falcon Clubs, local and national, and his cars were a great joy to Joe. The goal of completing the restoration of his 1966 Ranchero kept him going during 1988, so he could take it to Atlanta. We were sorry to miss the National Meet.

Lila Hannebrink, 8545 W. Dakota Ave., Apt. B-201, Lakewood, CO 80226. (303) 986-4067.

We Express our Appreciation

Certificates of Appreciation have been mailed to the following FCA members for their hard work in support of the Falcon Club of America.

Jim Hatcher for serving three years on the Board of Directors; Ken Kowalk for serving five years on the Board of Directors; Dave Jones for serving as Partsmaster; Glen Acrey for serving as Vice President; and to Lila Hannebrink, her husband Joe's certificate for having served as Mountain Regional Director.

Thanks again for a job well done.

Eastern Regional Meet September 9, 1989 - New Jersey

The scheduled Eastern Regional FCA Meet in New Jersey has been finalized. The meet will be held on September 9, 1989 at the Holiday Inn on Rt. 10 in Livingston. The meet will be during daylight hours on Saturday with an awards banquet that evening. We have arranged for reduced rate accommodations for both Friday night, September 8, and Saturday night, September 9. As of now we will only be able to accommodate 120-130 people at the banquet, so I would suggest early entry. Entry forms will be available about May of this year. We will keep you posted on our progress each month. Feel free to call or write us for further info. Please include S.A.S.E.

Chris & Matt Scioscia, 50 Spring St., Bloomfield, N.J. 07003. (201) 743-7245.

HELP WANTED!!! New Editor

Requirements: Must be excited about the Falcon Club of America and can't wait each month to receive *The Falcon News*. A wife or husband to help with the paperwork is optional and not a sole requirement.

Duties: Receive letters daily from the membership. These include ads for the newsletters, help-wanted questions, technical tips given, photos and articles about feature Falcons, member wanting another newsletter since the dog ate their copy, secretary giving information to go in the calendar of events, and a nonmember asking how to place an ad in the newsletter a friend told them about, etc., etc. Receiving telephone calls periodically about all of the above. Finally, compiling the material each month that goes into the next newsletter and sending it to the Woodells for typesetting and printing.

Conclusion: Don't let the above scare you off. This job is fun and challenging. Some extra hours per month have to be set aside in your already busy schedule, but the benefits and rewards are great!

Call Bill or Kathy or Roy Sword today if you are interested.

Top Window Seal Poll Results 1963-1965 Convertible Owners ONLY

Responses to the poll have reached 50. I believe that we will reach 100 within 3-4 more months at the present rate.

Three seals will be sent this month to the proposed manufacturer for evaluation of tooling costs (this manufacturer now makes seals for Mustangs). If the tooling costs are low enough, we may be able to start manufacture with 50 confirmed responses. **If anyone has not responded, please send a postcard with name, address and telephone number to my address below.**

Cost is projected at \$200. Sales will be direct from manufacturer to all poll respondents. Note that these seals are for 1963-65 Falcon/Comet Convertibles only - not Hardtops.

Alan's Restorations, P.O. Box 2126, Truckee, CA 95734-2126

Special Delivery

By Francis X. Herbert

When my wife, Eleanor, and I were married in November 1961, we decided to sell the foreign car I owned and rely on her 1960 Ford Falcon for our transportation.

That car's durability was tested on March 16, 1963, when I drove my pregnant wife to the hospital through a rainstorm. She was very uncomfortable, and we knew her delivery was imminent. About two miles from the hospital, she suddenly rose in the seat and said, "Frank, we're having a baby!" Patrick was born two minutes later at 30 mph. I was more happy than alarmed, and the Falcon helped me celebrate as I tooted the horn through the rainy gloom while my wife, who is a nurse, tended to our yowling newborn. Mother and baby were fine when we reached the hospital several minutes later. The car and I needed a little longer to recover, but we both survived with minor damage.

When Patrick turned 8, he joined the local Cub Scout pack. I happened to glance at his application for membership. In the blank for "birthplace," he had written, "in the Falcon."

We traded that Falcon in for a 1964 Falcon station wagon, which we drove for more than 130,000 miles. Other Fords followed: a Futura, two Torinos, an LTD, an Escort, an LTD II and the Taurus I drive today. All were solid vehicles, but none held the memories of that first Falcon where my son was born.

New FCA Members for December 1988

Tracy Richardson (3842)
Stefanie Charren (3843)
Ron C. Pulver (3844)
Phillip Stevenson (3845)
Kathy J. Ozee (3846)
Marl (Woody) Manning (3847)
Mark R. Hemann (3848)
D.A. Bailey (3849)
Kristin M. Johnson (3850)
Gary L. McMurchy (3851)
Michael J. Tiano (3852)
James D. Burnside (3853)
Jim Rogers (3854)
William J. Esposito (3855)
John M. Myers (3856)
Michael Kevin Sowers (3857)
Vance DeBouter (3858)
Joseph W. Zakrzewski (3859)
Gary R. Hansen (3860)
Joe Schweitzer (3861)
Ralph E. Smith (3862)
David E. Rumsey (3863)
Doug F. Ringer (3864)
John Wierengo (3865)
Robert A. Stachowiak (3866)
William (Bill) Atchley (3867)
Steve Levenstein (3868)

Rolf Oscar Jahn (3869)
Klovrevagen 53

26227 Via Magrinal
921 Castec Dr.
224 E. 1700 So. #A
4411 Anchorage St.
123 Douglas
137 Quail Creek Dr.
425 North Creek Dr.
6145 E. 21st St.
P.O. Box 904
1021 Mount Dr.
P.O. Box 236
1307 Pounders
619 North San Mateo #304
2219 Evergreen Ave.
815 E. Main St.
1109 Arnoldtown Rd.
P.O. Box 91
77 Luke St.
9921 48th Ave. E.
5870 41 Ave. N.
9317 Kiefer Blvd.
18785 Whispering Woods Dr.
650 N. Sheldon
840 Cannon Trace
8045 Garden Grove Ave.
6400 Regal Rd.
135 Antibes Dr. #2602

San Juan Capistrano, CA 92675
Sacramento, CA 95864
Clearfield, UT 84015
Oxnard, CA 93033
Marquette Hts., IL 61554
Monroe, LA 71203
Depew, NY 14043
Broken Arrow, OK 74014
Snoquaimie, WA 98065
Carlisle, OH 45005
Glasco, NY 12432
Mt. Pleasant, TX 75455
San Mateo, CA 94401
Scotch Plains, NJ 07076
Mt. Joy, PA 17552
Burkittsville, MD 21718
Middlebury, VT 05753
South Amboy, NJ 08879
Tacoma, WA 98446
St. Petersburg, FL 33709
Sacramento, CA 95826
Lawrenceburg, IN 47025
Plymouth, MI 48170
Columbus, MS 39702
Reseda, CA 91335
Ft. Worth, TX 76119
Willowdale, Ontario
Canada M2R 2Z1
S-34138 Ljungby
Sweden

Calendar of Events

Arkansas - The Founder's Chapter meets the second Saturday of each month. Please mark your calendar & watch the newsletter for the place and time.

Texas - The Alamo Chapter will hold its regular meetings at 1:00 p.m. the second Sunday of each month for the convenience of our out-of-town members in Austin and Rockport.

Washington - The Northwest Chapter of the Falcon Club of America announces their new permanent meeting place and time: Korum Ford in Puyallup, WA the first Sunday of each month at 1:00 p.m.

Kansas/Missouri - Mid America Falcons Chapter meets on the first Friday of every month at Santa Fe BBQ on 7 Hwy. in Olathe, KS. If interested, call (913) 294-2599 or (816) 452-1967.

February 4 & 5, 1989 - Colorado - Tri-State Swap Meet, Adams County Fairgrounds.

February 10, 1989 - Colorado - Fo Mo Co Owners Club invite area car clubs to a Valentine Dinner Dance. Call J. Boutwell at 421-5993 for info.

February 11, 1989 - Delaware - The Mason-Dixon Chapter is having their Annual Dinner Meet at the same place as last year - The Barn Restaurant (our very own private dining room upstairs). The Restaurant is located on RT 40 about 1/2 mile west of the RT 40/RT 896 intersection in Glasgow, DE (adjacent to a shopping center). The Time: 6:00 p.m. - Social Hour, 7:00 - Dinner. After that, proposed events for 1989 will be discussed and a schedule will be presented. Also, we have many valuable door prizes to be presented during the evening - so don't miss this one! Call Elmer Furman (302) 798-8043 or Phil Barber (301) 266-8271 to make your reservation.

February 13, 1989 - Indiana - The Hoosier Chapter will meet at Denney's Restaurant located at 4209 Southeast Street in Indianapolis at 6:30.

February 17, 1989 - Colorado - Mile Hi Chapter meeting and special event. Public Service Building, Hampden and Ripling, 7:30 p.m.

March 14, 1989 - Pennsylvania - The Keystone Chapter will hold its First Annual Dinner at Meyers Family Restaurant, located along Route 309 north of Quakertown, PA at 5:00 p.m. The cost will be \$14.00 for adults, \$8.00 for children ages 7-12, and \$7.00 for children under 7 years old. Please send your check payable to Ed Snyder at his address, 818 W. Callowhill, Prekasie, PA 18944 no later than March 1, 1989.

March 17, 1989 - Colorado - Mile Hi Chapter meet. Special event planned. Call Barbara Sparks for more info. (303) 427-8340.

April 30, 1989 - Texas - MAC's PACK RUN for Y.O.U. II. Open run / show and shine. Richard Moyz Park, Austin, Texas. Texas members are invited to this "rod run" and show. It will be an open show - a wide variety of cars is desired. For more info, contact C.A. McMillin, 5802 Hammermill Run, Austin, TX 78744. (512) 462-3577.

May 7, 1989 - New York - The Northeast Chapter will have a Spring Meet in Rhinebeck, New York, Sunday, May 7, 1989. More information will follow in a later newsletter.

August 10, 11, 12, 1989 - 10th ANNUAL NATIONAL MEET in Kansas City.

September 9, 1989 - New Jersey - Eastern Regional Meet. The Eastern Regional meet will be held on September 9th at the Holiday Inn, Rt. 10 in Livingston, NJ. The meet will be during the day Saturday and an awards banquet will be held Saturday night. Entry forms will be in a later newsletter. For more information call or send an S.A.S.E. to Chris & Matt Scioscia, 50 Spring St., Bloomfield, NJ 07003. (201) 743-7245.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

Member Shares Tips on Ridding Your Car of Rust

Dear Editors,

Here is some information that you may wish to pass along to the other members.

For those Falcon owners who want to prevent rust from becoming a problem, here are some troublesome areas that I have run into while working on my '63 4-door Sedan. They are worthwhile to check for, and are fairly easy to correct.

Recently, our car sat outside through a heavy rain. I noticed that a small amount of water had collected in the trunk compartment just behind the rear wheel. It had begun to rust the rear quarter panel from the inside. I found that, although Ford had provided drain holes in this panel, they had been plugged up when the undercoating was applied at the factory. This area should be checked for rust and for clogged drains.

Perhaps the most vulnerable area for a rust problem on any car is at the rear base of the front quarter panels. This is where run-off from the hood and windshield is allowed to drain. In many cases, leaves and other debris clog this passage and allow moisture to sit for a period of time. In this case, rust can set up in the floor pan, the fender wells, and eventually spread to the frame. If found partially or completely clogged, the area should be cleaned out thoroughly.

If the original door upholstery panels have never been removed, it is advisable that they be removed in order to check underneath them for corrosion. Since water drains through the door, it tends to collect behind the upholstery. It is noteworthy that these panels are easily damaged and should be removed with care. For this reason, it is advisable that the other working parts of the inside of the door be inspected while the panels are off.

No one likes to deal with the "R" word, but a few preventative measures can keep rust from becoming a real problem. Any time rust is detected, it is important that all traces be removed. Sanding or wire brushing is preferred, followed by rust inhibitor or primer as protection. For hard-to-reach areas, there are many products available which will chemically dissolve the rust. Some of these will even leave a protective residue or primer-like coating. I have found that "Rust Cure" and "1-Step" do a very good job, and are available at most supply stores.

It is my hope that these tips can help other members to correct any problems with corrosion. They can be effectively used where problems are minor. In cases where rust is set is deeply, other actions must be taken. These actions can be costly, so hopefully they can be prevented.

Terry Bowden, 20 A Scott Circle, Waco, TX 76705.

Here's a photo of our fun little Falcon.



Feature Falcon

This picture is an older one of our '63 Falcon. The whole car is primer brown now waiting to be painted G. M. Codell White. It has a new motor, 144 6 cyl., new rebuilt trans., and brand new 13.0 ra. rear end. Estimated value, \$2,500.

Mr. & Mrs. Bruce Christy, Rt. 2, Box 38A, Willacoochee, GA 31650



That Falcon of Your Dreams! Love at First Sight... Until Another Comes Along

Dear Members,

Thought you might appreciate the story behind the Black '62 Futura I have for sale in this issue. Last year, my Falcon buddy, Mark, and I answered an ad for a "Falcon black 63?". Neither one of us needed another Falcon (between the two of us we have over 20), but once we laid eyes on it we about killed each other trying to get the money into the hands of the owner first. He won - he got the title and registration. But, unknown to him, I went back the next night, and in a dark, freezing snowfall towed the car and hid it from him two states over where it remained for about a month. That car cast a powerful, magnetic spell over us. As soon as he saw the car was gone he knew what had happened and he came banging on the door at three in the morning hollering things like "Any man that'd steal a man's Falcon *cannot* be trusted to live." I, of course, feigned ignorance and assured him that "It'll turn up." This was all in the best of fun, of course, but we were both hypnotized and we *had to have that car*. He was ready to give up watching the Super Bowl in order to get it back and I was ready to give up criticizing the government in order to keep it.

Eventually I wore him down and in return for the papers he hustled engine work, welding and tons of spare parts out of me plus the original purchase price, dibs on the next five "finds" and lots of future promises - like agreeing to carry his parts bag at Carlisle for two years! Ecstatic, I finally got the car and started buying the things it needed.

Then along came the mintbird of my life - a honey of a '62 with an original 54k and one owner - that took my heart away forever. Mark got himself involved in two '63 convertibles and a Ranchero and now neither of us has any room in our hearts for this exquisite black bird. We are amused at the irony of a car that we fought over, cussed each other over, stole from one another and traded parts and labor for so furiously will now go to someone else.

The other night we took the car's cover off and stood there looking at it for about twenty minutes. All either of us said in that period were things like "I wish I had the room to keep it" or "It's the best lookin' Falcon in the world" or "Time was I was ready to shoot you for slamming the door too hard."

Fickle thing love, eh? Live long enough and you see everything, I guess.

Please run the ad at the first possible date. Thanks.

Dan Walsh, Box 2394, Alexandria, VA 22301-0394.

The Keystone Chapter and the Mason Dixon Chapter September 11, 1988 Rice-Holman Ford Meet

Mason Dixon and Keystone Chapter members. Left-right: Ed Snyder, Ken Day, Maron Enis, Mike Swain, Bob Gerke, Elmer Furman, and Frank Servas.



George Sheasley - Keystone Chapter. A very nice 65 that he starts out with as a new Keystone Chapter member.

Curt Scaglione (Keystone Chapter). A rather scarce Model 60, 2-dr. Deluxe!!

Henry Mortimer (Mason Dixon Chapter). He took 1st place (shared with Ed Snyder's 64 Sprint). Hank's car is out for its 1st season since a "frame-off" restoration. This car is about as good as you can get. (I dare not say perfect, but it's close).

The Argentina Ford Falcon

Dear Editors,

I enjoy the Falcon News each month and appreciate your work on it. I am enclosing information about the Falcons of Argentina. As you probably know, the 62-63 model is still made daily at Ford's Argentina plant. When we were in Buenos Aires in 1984 we were amazed to see brand new Falcons by the thousands. It is the standard taxi and all that changes is the trim, grill and rear deck. All the basics are the same.

We also visited Montevideo, Uruguay, which is a living old car museum. Plenty of Falcons and every American car from Model T's are in daily use.

A special edition of a car magazine entitled *Parabrias*, September 1987, is enclosed. This was sent to me by a friend in Argentina. This special issue featured the 25th Anniversary of the Falcon made by Ford Motor Argentina.

I was also able to get a photo layout of the product changes made on the Falcon by the Argentine automotive industry from 1962-1982. A sales brochure of the 1987 Ford Argentina Falcon is also enclosed which I am sure the membership will enjoy seeing.

Hope you can use as much of this as possible in a forthcoming newsletter.

Lt. Col. George Lauderbaugh, Rt. 4, Box 438, Deatsville, AL 36022.

Editor's Note: Thanks, George, for bearing with us in taking so long to get this in the newsletter. Although the material was quite lengthy we have tried to put in as much as possible.

Ford Motor Argentina Falcon 20th Anniversary

The attached photographs summarize the Product Actions taken by Ford Motor Argentina during the 20 years cycle, that kept the Falcon permanently alive in the Argentine Automotive Industry.

A brief description of the features involved by the different Facelifts is provided underneath each photograph.

When an important Product Feature was individually introduced it will be listed with the closest facelift. In such case the introduction date of the feature will be shown in brackets.



FORD MOTOR ARGENTINA

1965 FALCON FUTURA

Photo #: 2

JOB # 1: December 4, 1964

The Falcon Futura series derivative was the first luxury car with sporty touch produced in Argentina.

Several distinctive items were "Industry Firsts", such as:

- Vinyl roof cover
- Bucket seats
- Center console

The Futura was also identified by unique exterior ornamentation and interior trim.



13

FORD MOTOR ARGENTINA

1962 FALCON

Photo #: 1

JOB # 1: January, 10 1962

The 1962 Falcon launched by Ford Argentina in February 1962 followed the NAAO design and was initially assembled with imported Sheet Metal and Power Plant.

In October of that same year, the first 170 CID engine was produced in the new plant of General Pacheco.

Legal integration requirements demanded local tooling and stamping of sheet metal components, and the first body was produced in July 1963. This unit picked up the latest NAAO design level and that is how Argentina's 1963 Falcon was known with modified roof and backlite, and with a new Instrument Cluster.

In August 1964 a low price standard job specially equipped for Taxi Cab usage was introduced.



12

FORD MOTOR ARGENTINA
1970 FALCON FACELIFT

Photo #: 4

JOB # 1: March 2, 1970

SUMMARY OF PRODUCT FEATURES

EXTERIOR: Grille-Dual Headlights (High series)-Bumpers-Bumper Guard w/ Center Bar-Tailights-Exterior Ornamentation.

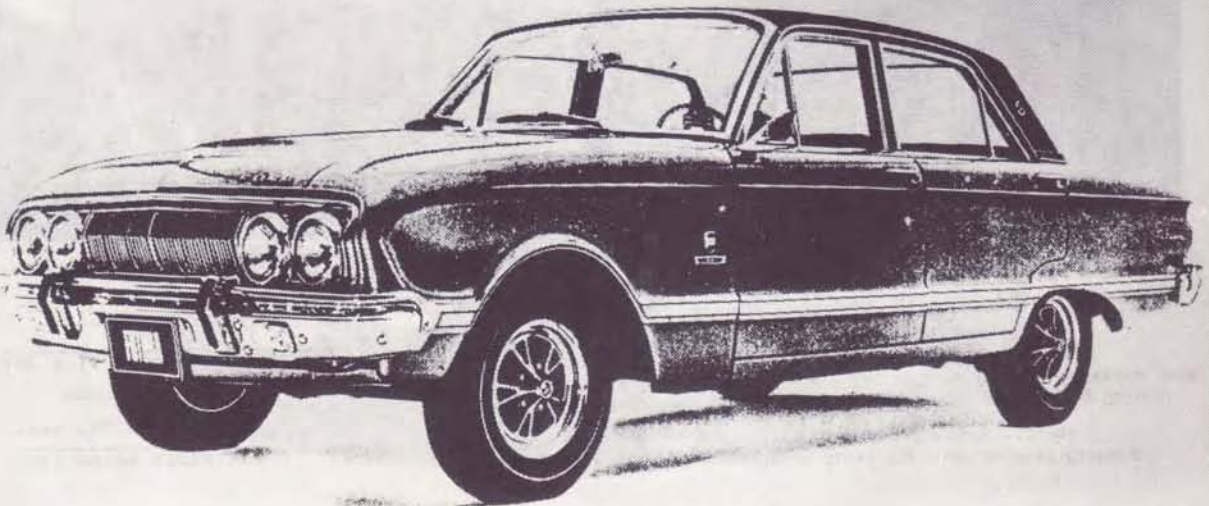
INTERIOR: Instrument Panel Crashpad (May 1967; Revised April 1969)-Interior Trim.

MECHANICAL

AND FUNCTIONAL: 188/221 CID Engine (April 1969)-221 XP Engine (October 1970)-Four Speed Transmission-Day/Night Mirror-Disc Brakes-14" Wheels and High Speed Tubeless Tires-Heavy Duty Suspension (July 1969)-Fully Synchronized Transmission (August, 1970)-Improved Steering Linkage (November, 1970).

OPTIONS: 4 Speed Transmission-Tinted Glasses-Seat Belts (Sept., 1968)-Rear Seat Speaker (April 1968).

NEW SERIES: Station Wagon (November 1967).



15

FORD MOTOR ARGENTINA
1966 FALCON FACELIFT

Photo #: 3

JOB # 1: January 29, 1966

SUMMARY OF PRODUCT FEATURES

INTERIOR: Interior Trim.

EXTERIOR: Radiator Grille-Tailights-Exterior Ornamentation

MECHANICAL

AND FUNCTIONAL: 187 CID Engine (June 1965)

OPTIONS: Light Group Option (August 1965)
Power Brakes (October 1966)
Bumper Guards (October 1966)



14

FORD MOTOR ARGENTINA
1978 FALCON FACELIFT

Photo #: **6**

JOB # 1: April 28, 1978

SUMMARY OF PRODUCT FEATURES

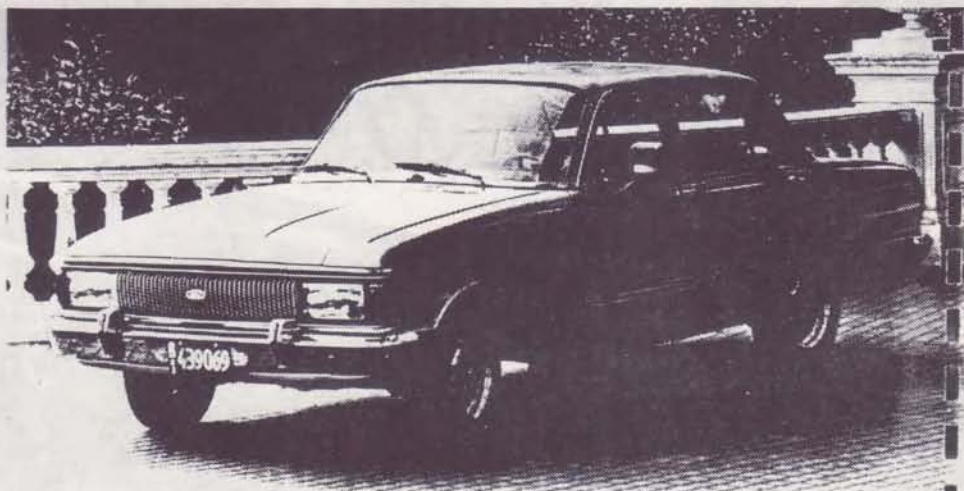
EXTERIOR: ABS Vertical Bars Radiator Grille-Larger Rectangular Headlights (High Series)-Parking Lights with Amber Color Lens-Taillights-Flush Door Handles-Wheels-Exterior Ornamentation.

INTERIOR: Interior Trim-Wrap Around Door Trim Panels (November, 1979).

MECHANICAL

AND FUNCTIONAL: Radial Tyres (October, 1978)-Ventilation Through "C" Pillar.

OPTIONS: Remote Control Exterior L.H. Mirror (Nov., 1976)-Electric Antenna (January, 1977)-Air Conditioning (September, 1977)-Power Steering.



17

SUMMARY OF PRODUCT FEATURES

FORD MOTOR ARGENTINA
1973 FALCON FACELIFT

Photo #: **5**

Job # 1: October 20, 1972

EXTERIOR: Grille-Square Headlights (Dual for High Series)-Parking Lights-Bumpers-Taillights-Exterior Ornamentation.

INTERIOR: New Instrument Panel-Cluster w/ Tachometer-Steering Column and Wheel-Reclinable Bucket Seats-Floor Console-Interior Trim.

MECHANICAL

AND FUNCTIONAL: Emergency Warning Flasher (December, 1971).

OPTIONS: 221 "SP" Engine-Limited Slip Rear Axle (August, 1971)

NEW SERIES: Sprint Sporty Series (May, 1973)-Ranchero Pick-up Derivative (May, 1973).



16

FORD MOTOR ARGENTINA

FALCON RANCHERO

Photo #: **8**

JOB # 1: May 14, 1973

The Ranchero was totally designed and developed by Ford Argentina. Its a single unit pick-up type body commercial derivative from the Falcon Passenger Car Family.

Payload is rated at 705 kg (1554 lbs.)

In order to cover a wider spectrum of the light commercial vehicles market, a Deluxe series of Ranchero was introduced in March 1974, powered by a 221 CID L.C. engine (Photo).



19

FORD MOTOR ARGENTINA

FALCON STATION WAGON

Photo #: **7**

JOB # 1: November 27, 1967

Wagon series were introduced in January 1968. Design and Development was fully performed by Ford Motor Argentina, derived from the 4 door sedan model and maintaining its same wheelbase and overall exterior dimensions.

The rear seat can be folded down, allowing for a total cargo volume of 1855 litres.

Tailgate hinges from its lower edge and opens swinging down to a horizontal position for handy rest step. Back window opens down and can be operated manually or, in the case of a Deluxe job, by electrical remote control.

Station Wagon series have picked up all the Facelifts performed to the Sedan Model.

The unit photographed is a 1978 Model Year
Deluxe Station Wagon.



18

Feature Falcon

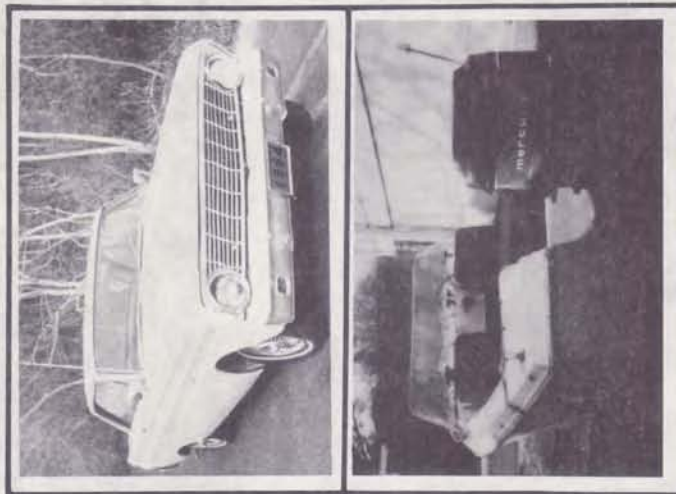
Dear Members,

I'm probably the only man in America with two Falcons, one of which floats. The first Falcon is a '64 Falcon Futura four on the floor. Although in need of much restoring work, it is all original with 115,000 and, of course, it takes me wherever I want to go. It's been in my family since 1970, when my brother bought it from the original owner.

The other Falcon is my 16' Fiberglass boat, complete with Mercury outboard motor (It's as close as I could get to Ford). The year is 1969, so you see it qualifies to be with our classic Falcons. Unlike our cars, this Falcon is built by Thunderbird (close enough) in Miami, Fla. By coincidence the boat paint color is almost identical to the car!!!

Anyway, I LOVE The Falcon Club of America, and Thank you all for a great job. I am a member of the Keystone Chapter. It's a "nice" bunch of folks.

Mike Brown, 9131 Bustleton Ave., Philadelphia, PA 19115.



WANTED: New Chapter in Baton Rouge, LA Area

I am interested in forming a chapter in my area of Baton Rouge, Louisiana. I was previously in the Lone Star Chapter and miss the fellowship with other FCA members. If you are in my area and interested, please let me here from you.

Garry Leanhart, 7355 Quorum Dr., Baton Rouge, LA 70817. (504) 293-5106.



FORD MOTOR ARGENTINA
1982 FALCON FACELIFT

Photo #: 9

JOB # 1: August 2, 1982

SUMMARY OF PRODUCT FEATURES

EXTERIOR: Radiator Grille-Bumpers w/ Wrap Around End Caps-Parking Lights-Taillights-Body Side PVC Mouldings-"A" Pillar and Roof Drip Mouldings-"C" Pillar Plaques-Exterior Ornamentation.

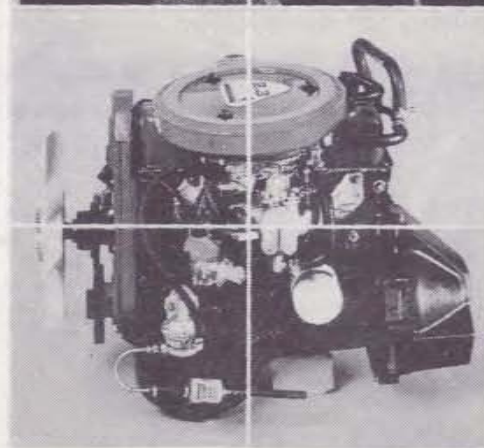
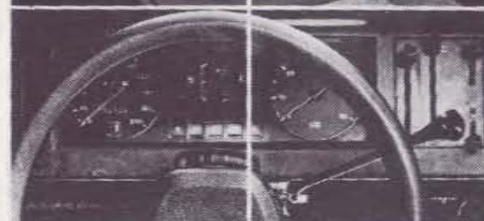
INTERIOR: Totally New Instrument Panel-Full Foam Seats-Interior Trim-Headrests-Steering Wheel.

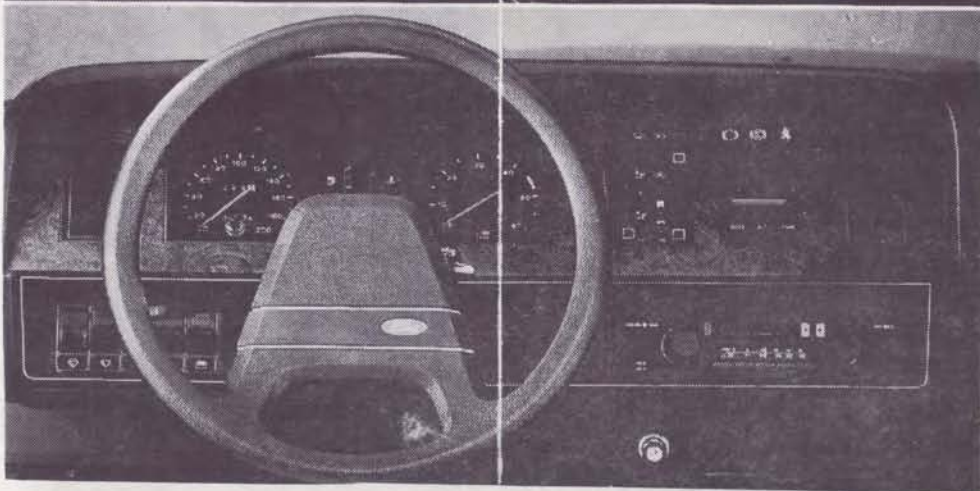
MECHANICAL

AND FUNCTIONAL: I4 2,3L.C. Engine-16 Engine Line Improvements-1946 Holley Carburetor-Dry Air Cleaner-Electronic Ignition-Automatic Choke-Dual Circuit Brakes-Self Adjusting Rear Brakes-Foot Operated Parking Brakes w/ Warning Light-Easy access Fuse Panel w/ Blade Type Fuses-Door Vents Removal-Collapsible Exterior Mirrors-Spare Tire Relocation-NVH Improvements-Backlite Deffogger Electric Windshield Washer-Intermittent Wiper-Body Side Location Jack-Engine Cooling Improvements (Viscous Clutch Fan).

OPTIONS: Integral Air Conditioning-AM/FM Radio and Stereo Cassette Player-4 Speakers and Automatic Antenna-Automatic Transmission-Power Door Lock-Leather Seat Covers-Steel Belted Radial Tires-Light Alloy Wheels.







OBSOLETE FORD PARTS COMPANY, INC.

"The Old Reliable"

311 E. WASHINGTON AVENUE NASHVILLE, GEORGIA 31639
TELEPHONE (912) 686-2470 / 5101



1963 Falcon Door Trim Panels

We will be reproducing the 1963 Falcon/Sprint door and rear quarter interior trim panels in 4 piece sets for the 1963 Hardtops and Convertibles. The colors will be: Red, blue, turquoise, black and light ivy gold. The trim panels will be exactly like the originals except that the blue and turquoise will be done in single shade-not tutone.

Deadline for ordering is March 1st 1989 with delivery in June. The price is \$275.00 per set plus \$16.00 for U.P.S. shipping.

This is a one-time production run. We will be making only those sets for which we have a paid order.

Please specify year, body type and color with your order.

Send check or money order or you can use Visa or Mastercard.

Obsolete Ford Parts Co., Inc.

"The Old Reliable"

Box 787, Nashville, GA 31639
(912) 686-2470

Tech Tip: Headers and Engines

HEADERS FOR 1960-69 FALCON/COMETS

1. CYCLONE 10621 header was the best fit for a 260-302W if the small bell housing was used (157T flywheel). It fit beautifully around clutch linkage but required a bracket to lower the PS booster cylinder and wouldn't fit column shifted cars. This header is no longer made. Consolidations in the speed equipment business had Cyclone, Blackjack and J. R. bought by Mr. Gasket and this header bit the dust due to low sales. It was especially compact and worked very well due to its 1 1/2" tube size. Modified, it fit large bell housings (168T) and 351 Windsors. None of the other headers, all with 1 5/8" tubes will fit 351W with reasonable modifications.
2. HOOKER 6102 (1 5/8" tubes) is the best replacement. It will fit small bell housings but right side must be modified for large bell housings, such as a scattersfield or a truck C-4 use, or the ST bell housing from a larger car. Hooker also makes the P. S. bracket.
3. For 351W or "Boss 302":

TUBULAR AUTOMOTIVE 248 WEYMOUTH STREET	ROCKLAND, MASSACHUSETTS 02370 617/878-9875
---	---

This company makes conversion headers for Falcon/Comet/Mustangs:

ES9 1 1/2" tubes for 351 W
ES10 1 1/2" tubes for Chevy SB
ES17 2" tubes for Boss 302
ES7 2" tubes for 351 Cleveland (specify 2B or 4B)

Engine Suitability for Falcon/Comet 60-69, Mustang 65-66

- * BOSS 302
This is an engine made for only two years by Ford, 1969-70 but can be built today with a Windsor block and a 2B Cleveland head and a custom intake manifold and some minor machining. This engine, because it gets rid of the Windsor block's inline valves, puts out real horsepower in the 4000-7000 RPM range. Stock Windsor blocks, however, are too light and flex excessively, so only an original Boss block or a new Motorsport 302 block should be used.

B & A FORD PERFORMANCE 114 TOWSON AVE.	FORT SMITH, ARKANSAS 72901 501/782-6921
---	--

This company has all special parts needed for building a "boss". The canted valve heads with a cam over about .470 lift and above 254 degree @ .050 duration will require Cleveland style pistons for valve reliefs. The stock 302 rods are a liability and either build a set carefully (magnaflex, larger bolts, resizing) or buy a custom set. The stock crank is O.K. but should be chamfered, polished, radlused, and a high volume oil pump used. Use 9" long push rods. Use B & A Intake manifold. Engine will put out 350 HP at 6500 rpm but will need a high stall converter and 3.50 gears minimum or 4.11 with a stick. Use only a steel flywheel and a diaphragm clutch. Use only a truck C-4 with a stall of at least 2500 rpm.

This is as big an engine as the chassis can handle and it should have the subframes connected, and leaf spring bars, disc brakes and front end mods.

- * 260 and 289 5-bolt:
For easy driving a stock 260 will do fine. I would not use a 4 barrel larger than 390 CFM or headers larger than 1 1/2" tubes. It is difficult to find a C-4 bell housing for a 5 bolt engine. (All 260 & 289 through mid-65. All non-alternator engines are usually 5-bolt) A 260 engine has virtually no performance potential due to smaller bore limiting valve size and all heads having very small ports and small valves. Since 6 bolt blocks are plentiful (289 & 302 blocks are the same) I would not rebuild a 5-bolt engine.

- * 289/302 6 bolt:
Good performance for the buck. Avoid RPM above 6500 due to block flexing. Build a large exhaust valve head from an early 289 head without smog bosses, and enlarge the exhaust ports, polish and unshroud the intakes, use performance valve springs with better retainers and keepers (non-rotatable), screw in studs, and Manley pushrod guide plates and hardened push rods. Best cams are split duration cams with 254 at .050 Intake and 262 at .050 exhaust with about .450 lift, 2 plane intake manifold with a 550 CFM 4 barrel (Holley 1849) 1 5/8" headers, cast or forged pistons, larger rod bolts (Pioneer 11/32") High-volume oil pump, polished crank, tru-roller timing chain. Max RPM: 5500 with 2-plane intake, 6500 with single plane intake. Cast iron flywheel is ok to 6000 rpm. NOTE: a single plane manifold will require head work mentioned. With stock heads, use a 2-plane manifold only.

- * 351W:
A great torque engine. Limited performance due to small valve size, small exhaust ports, inline valves. Runs strong to 5000 RPM. Has 1" higher deck height than other Windsor engines and 1/2" higher deck height than the Cleveland engines. This means that the heads are 3/4" higher and wider per side (1 1/2 inches wider total) than the 302. It fits the 63-65 cars tightly but o.k. It should have the small bellhousing flexplate or flywheel unless a truck C-4 is to be used. Make sure the flywheel or flexplate if not the original is balanced with the engine. Some balancing companies can match the "unbalance" of the original flexplate or flywheel to your desired smaller flexplate or flywheel. Do not buy an engine without its original flexplate unless you are rebuilding and balancing the engine anyway. Any C-4 should be beefed for higher torque output. Use only a two plane manifold, and headers with 1 1/2" tubes only. It has very long rods and a solid large diameter main bearing crank, so it is strong at low rpm and high loads. Gear it low numerically and with an automatic. Keep C. R. below 9:1. Use a 2.80 or 3.00 rear ratio. Use a stock cam at 0 degrees, or 3 degrees if above 4000' elevation. This engine has power from 1800 rpm to 4000. It will outperform a 289/302 in low to mid-range, unless the 289/302 engined car is properly prepared. It runs best in stock form. It needs too many parts to be modified, including heads, and Cleveland heads won't fit the Falcon chassis with the 351W deck height.

- * 351 Cleveland 2 barrel or 4 barrel:
You can be easily confused by the reference to 2 or 4 barrel, but they had different heads, compression ratios, and valve timing. These engines were made only from 1970 to 1975, but lived on as 351M (Modified) and 400 engines to this date. (The 351M is a 400 engine with a 351W crank, "modifying" it back to 351 cubic inches). It is only used in F-series trucks. All Cleveland blocks had canted valves, the same deck height and water pumps that bolt directly to the block without an aluminum front casting. None of these engines should be used in the Falcon chassis except possibly the 351C two barrel. A stock 351C two barrel has large ports and needs only to have the valve train modified for high rpm, forged pistons, aluminum manifold and cam to put out large amounts of power. However, the power out-

put is so large that it is marginal in the chassis. A stock 2 barrel, won't clearly outperform a stock 351W, and is heavier, so I would not use one. A 351C 2barrel with performance buildup will put out 400HP. A 351C 4 barrel about 450 HP, although at 8MPG and with top power at 7000 RPM, not exactly your docile street engine, and not cheap to build. Above 350 HP in the Falcon chassis the following become problems:

- * How to keep the subframe from flexing. (connecting the subframes is a must).
- * How to get tires capable of transferring power to the pavement in the little wheel tubs.
- * How to get a transmission and scattershield or a truck C-4 or C-6 to fit.
- * How to tie (link) the rear end.
- * Installation of a 9" rear end (narrowed) and leaf springs moved inboard.
- * Installation of front suspension modifications and disc brakes. (Negative roll front suspension is a must.)
- * How to get a transmission and scattershield or a truck C-4 or C-6 to fit. NOTE: It is a must to fabricate a transmission cross-member with a new transmission mount. The starter position with a large bellhousing will hit the Idler arm on right full turns.
- * How to tie (link) the rear end.
- * Installation of a 9" rear end (narrowed) and leaf springs moved inboard.
- * Installation of front suspension modifications and disc brakes. (Negative roll front suspension is a must.)

In addition, any V-8 engine must go on a weight reduction program, because the use of a V-8 unbalances the car. Aluminum intake manifolds, and headers, automatic transmissions all lower weight. Always put the battery in the trunk so it is cooler and for weight reduction.

* Chevy small block (283-350)

Yes, it fits nicely and the starter clears the steering. It requires a truck 4WD pan (front sump) and oil pickup. I like the 302 (350 bore) and 283 stroke or the 327 the best. Why? Cheap to build. Use a beefed TH350 with small converter. Headers by Tubular. Dual plane intake with 550 cfm 4 barrel. If a modified engine is your choice, a Ford will cost twice to build and you don't need to spend so much on head work and rod preparation. If 5.0L (302W) Fords were produced in the numbers that Chevy SB's were in the 60's and early 70's then the discussion would be over. However, because every SB Chevy is the same height and width, with the same bellhousing size. (In cars) you can always change displacements. A 350 Chevy won't put out what a 351C will and is almost as good on the bottom end as a 351W, but better at top end. Basically, this engine is at the limit of the chassis where the 351C/4B is beyond it. Gear it with a 3.00 (327 or 350) or 3.25 (302). NOTE: A late model 307 is a non-performance smog engine with small bore, long stroke, and small valves.

Alan Hale, P.O. Box 2126, Truckee, CA 95734-2126

Dear Editors,

Last year I submitted an article entitled "Prolonging the Useful Life of a Car Battery" to a few car clubs listed in Hemmings' Vintage Auto Almanac. The response from members in the clubs which published it was more favourable than I ever expected. I received many requests to publish from clubs to which I didn't send my article, and received many requests for some sort of sequel. The result of all this is that I have written a "Part 2", which I enclose along with a copy of my original article.

I would be very happy for you to publish as much of this material as you wish.

Kevin Martin, 19 Brookmead, Meppershall, Shefford,
Bedfordshire, SG17 5SA, Great Britain

Prolonging the Useful Life of a Car Battery

Very few car batteries are replaced because they stop working, in almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realized is that something can be done at this stage which may well prolong the useful life of the battery - quite often by many years, and that the same treatment carried out earlier in the battery's life may well have stopped the symptoms from occurring in the first place.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell when the battery is not fully charged. Even the slightest of discharged conditions allows both plates to react slowly with the sulfuric acid electrolyte to form lead ions. It is these lead ions which cause problems, they combine with sulfate ions in sulfuric acid to form highly insoluble lead sulfate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way - only the "sulfating" stops the battery delivering enough power to start the car.

The sulfating can effectively be removed, or prevented, by adding to each cell a chemical called tetrasodium ethylenediaminetetraacetate (often abbreviated to tetrasodium EDTA). This chemical forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and the EDTA ion is not particularly stable in the acid medium of a battery, but when it breaks down again any lead sulfate regenerated tends to drop to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity. Any regenerated EDTA ions are free to continue their work.

As can be seen from above, treating a battery with tetrasodium EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if the car is used for just short trips, is infrequently used, or has at any time suffered from an inefficient generator/alternator. Treating with the chemical can also help keep an original battery in use, and can help in bringing back into use a stored battery.

To treat a battery with tetrasodium EDTA you simply take a fully heaped tablespoon full of the powder, divide it up and add to each cell. This assumes an average size of battery but the exact amount is in no way critical. What you should then do is to use the car normally for a few days, or agitate the battery frequently for a few days, and then give it a thorough charge to build up on the cleaned plate areas. On the assumption that sulfating has been affecting the performance of your battery, an increased performance will be noted from here on.

Over the past few years, many thousands of European car enthusiasts have used tetrasodium EDTA with great success on their batteries. You may wish to do the same by purchasing some of the chemical and giving it a try. If you have problems and cannot find any tetrasodium EDTA in your locality, I can provide you with enough to treat a battery for \$5.00, which includes quick despatch by air mail. I can readily accept personal checks made out in U.S. dollars or cash. My address is: K.L.Martin, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA, Great Britain.

Part 2

The electrolyte in a battery is sulfuric acid at a concentration about mid-way between the dilute and concentrated acids which you may have met when at school. As such, you have to take care when handling it. The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off, the spray from the fizzing can get into your eyes and will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture - if they are as much as sparked by even static electricity, the explosion which occurs can splash acid out of the battery all over your face. If you think that there is ever any possibility of the acid getting into your eyes then wear goggles whilst you work close to, or with, your battery or its acid.

Battery acid spilled on you or your clothes will cause burns if left for very long - the treatment for acid spillages wherever they occur is always the same - wash down with large amounts of cold water.

Beware of where you keep old or new batteries - think of what could happen if one were to fall off a high shelf, split, and deposit acid all over the garage and you. If you store battery acid, do so in only glass or thick polythene screw-topped containers, leaving a space for air at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall, and nothing can fall upon them. All this should apply to batteries too.

By far the most common problem which people seem to encounter is what to do with a battery during a period of inactivity; or if it is superfluous to needs, what needs to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and following procedure can be adopted. Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals uppermost, and then completely upside down, over a polythene bowl. Never do this over a metal container, the acid may react with it - the battery also still works at this stage and any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can kept for future use. An average sized battery contains about 1½ litres (3 - 3½ pints) of electrolyte which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulfate, leading to all the familiar problems associated with sulfating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the acid can simply be poured straight back in, followed by a recharge. Before that, the plates can be cleaned of any sulfate deposits which may have built up during its working life by using the chemical tetrasodium EDTA which I mentioned in my previous article. Divide about a third of a table-spoon of the powder between each cell, and then top-up with warm water. "EDTA" works slowly in battery acid, but extremely quickly in neutral or alkaline solutions, so only leave the "EDTA" solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the "EDTA" treatment, put the acid back in and recharge. If you are short of electrolyte, (you shouldn't be if it was drained properly), get a little from your local battery supplier. If he won't co-operate, ask a local chemicals supplier if he will make you up a little 4 M (8 N) sulphuric acid (1 part concentrated sulfuric acid to 4½ parts water).

Batteries which are completely dead, or more commonly have one dead cell, can often be rescued, depending on how and why they failed. Checking the voltage may not tell you very much - a reading in the range 13 to 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid

concentrations and so interpreting readings can be a problem. As a rough and ready guide, a battery which suddenly and spectacularly failed, or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing and a treatment with "EDTA" as described above. In one albeit spectacular case, someone recently returned to use a battery which was 14 years old and had laid out of use for 10 years!

Distilled water is not strictly necessary for topping-up, and it certainly isn't worth the cost if you have to buy it. If you have a refrigerator or a freezer, you can collect the frost that forms due to condensation of water vapor in the air and use that. Failing that, you can use tap water which has been boiled and allowed to cool, but it is better to prepare yourself a topping-up solution. To do this, put a very small amount of the tetrasodium salt of EDTA in a jug and add some hot water, allow it to cool, and carefully decant the water off, leaving behind any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulfation of battery plates.

Finally, I am very happy to try and answer any queries which you may have about batteries, but please can you include an international reply coupon for a reply by surface mail, or a \$1 bill to cover my costs for a quick reply by air mail. My address is, as before: K.L. Martin, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA, Great Britain.

Book Recommended on Fords

Dear Falcon Club,

I am writing to recommend to members of the Falcon Club the book *The Fords: An American Epic*, by Peter Collier and David Horowitz. This book is fascinating not only for its insight into the development of the Falcon, but as an incredible saga of the Ford Motor Company and the ruthless power struggles of the Ford family heirs.

This book was exhaustively researched, and yet it reads like fiction. I was not able to put this book down.

Jack Risley, P.O. Box 1174, New York, NY 10009.

Technical Help Wanted

I have an NOS Mallory dual point 6 cyl. distributor. On the box is printed "Reverse Polarity." Does this mean the positive coil wire is attached to the distributor? Any information would be helpful.

Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY, 14450.

Ford Falcon Races in New Zealand

Dear Editors,

I have contacts in Australia and New Zealand because of the need of parts for my Australian-built Falcon Ute. Euan Selman, of Timaru, New Zealand has been busy taking photos of the various Falcons in his area. You will find enclosed two enlargements he sent at my request.

Euan first sent photos of this Falcon noting that it had been racing in NZ's "65" class for the last three years. Class rules allow any combination of body, engine, and drive train from the same manufacturer as long as it was available before 1966. At a typical race you could find "Lotus 38 Saloons" (Lotus-engined British Ford Cortinas), Hyper-pack Chrysler Pacers (Valiant to us), Holdens with modified Chevrolet 6's, a few 6 cylinder Falcons, and a 1955 Chevrolet sedan!

In light of this stiff competition the pictured Falcon was built to fit through a loophole in the rules. Falcons sold in Australia/New Zealand ("OZ-NZ") prior to 1967 did not have a V-8 option but the American cars did. And there was no rule against racing an "American" Falcon.

Actually the body of this car is a 1964-65 (XM series in OZ-NZ) with the nose from an earlier 1962-63 "XL" series Falcon. You will note that the grille, "bonnet" (hood), and rear "guards" (fenders) differ from their American cousins. Refer to the photo submitted by Ron Grant in March, 1987 FN for a rear view of a stock XM Falcon.

This vehicle also differs from other OZ-NZ production models with its 289 engine, top loader transmission, and Mark III Zephyr (the big British Ford of the period) rear axle. Euan writes that these rear axles provide a "cheap" $\frac{3}{4}$ floater unit as the Mark III was designed to use American V-8 engine but none were produced.

The steering box on this car is from an imported American Mustang but the five bolt front brakes are stock Falcon. While researching the OZ-NZ Falcons I have yet to find a post-1963 car that did not have five bolt wheels.

Not much of the stock interior remains in this car as it has been removed for weight reduction. The original door panels look like our 1963 Comet's. We are not able to determine the original dash shape but the later "XP" series (1966-67) had the same shape as the pre-1964 American Comet.

Roger C. Roberts, P.O. Box 30914, Gahanna, OH 43230

Editor's Note: Thanks Roger for your articles in this newsletter.



Australian — New Zealand Falcon race car, XM series body (64-65) with XL series nose (62-63).



New Zealand Falcon race car. Note: Late Holden Ute in back.

Falcon Model Kits

Dear Members,

I occupy myself during our cold winter season by collecting and assembling model cars. In one of the boxes there was a questionnaire from a marketing company asking what kits I would be interested in as they were looking for new introductions. I promptly filled it out to include a '63 Falcon convertible, a '64-'65 hardtop and a '67 coupe.

I was thinking since there's about 3,000 members in the club, a letter in the newsletter should be good encouragement to them that there is a market for these Falcons. Also if the address was to be published in the newsletter, members could also write on their own. The address is:

MODEL BUILDERS
Special Market Headquarters
P.O. Box 11437
Des Moines, Iowa 50336-1437

Please write and let these people know we are interested in Falcon models.

My '64 Sprint hardtop should be ready for the road by June and I'll send you a picture for the newsletter. My son Chris is 13½ now and by his 16th birthday, his '63 convertible will be ready as well.

John Byvelde, 793 Glenforest St., Oshawa, Ontario L1J 5G2

The New Australian Falcon Introduced February 1988

Dear Editors,

Enclosed are copies of several articles that appeared in Australian newspapers on the day before and after the introduction of the first all-new Falcon since the original in 1960. These articles were sent to me by Neville Fields of Hamilton, Victoria Australia (Melbourne). Neville is a fellow street rodder and Falcon owner who helps obtain the parts needed to restore the XC series Falcon Utility I have here in the states.

There have been several articles on the pre-production EA-26 in the FN already but this is copy on the actual production auto. This is the car which will be carrying the Falcon name from now on and it's no longer a redone Fairlane or European Granada. It is an all new automobile. Being a bit biased since I own an earlier OZ Falcon I'd like to say that the EA-26 could be the best Ford product being made at this time.

There are several items mentioned in these articles that I'd like to add upon. The first is engine size vs reported power output. By converting the metric sizes into English I discovered the EA-26 is powered by engines of 200 and 239 cid. The only "239" engine we have in the States is the 240 truck engine so the 3.9 version is either a stretched 200 cid or something being produced through one of Ford's partners in OZ, Mazda and Nissan. The single overhead cam head comes as no surprise as "Old Time Hot Rodder" A. K. Miller had been known to have been experimenting with them for Ford in recent years. If this is in fact the head being used it is based on the head used on Ford's 2.3 engines.

Still, the power these engines are putting out! The XF Falcons mentioned in the articles were based on European Granada bodies and powered by our 250 cid engines topped by aluminum cross-flow heads never offered here. These vehicles could outrun and outhandle the XD-XE Falcons with the same body powered by 351 cid Cleavelands! Now Ford of OZ is pulling the same number on the XF series with even a smaller engine.

Before anyone starts saying I'm talking speed for the sake of speed let me point out something else. Looking back over my magazines from Australia I find that there were Cleveland V-8 powered Falcons which could equal or better the 0-100 kmh times of the EA-26. They were the "cream-of-the-crop" GTHO models which made up less than 15% of the total production of their series. The EA-26 is the everyday Mom and Pop car, there are no GTHO models, yet!

The other item which grabbed my attention in these articles was the price. The last FN report on the EA-26 stated that Ford had dropped plans to import the car to the U.S. "Left Coast" because it would decrease sales of other Ford products. Converting the Australian \$20,000 into weakened American bucks gives us U.S. \$14,200. Add \$1500 for postage and the Government and you are dead center in the price range I'm shopping. Ford knew what they were talking about didn't they?

I'm not looking for Ford to change their minds over the Falcon even though Holden (GM)/Toyota will be bringing the Australian Commodore into the U.S. soon. That is an upscale quality vehicle and Ford would need to import the upscale Fairmont GL series from OZ to earn dollar for dollar of Commodore sales. And, as Tom Waits often asks, what about (Project) Matilda, the upscale vehicle being developed in OZ by partners Ford and Nissan? As long as the U.S. dollar remains weak there is no import market for a mid-range car such as the EA-26 in the U.S. or keep telling yourself that.

Roger C. Roberts, P.O. Box 30914, Gahanna, Oh 43230

Ford Lifts the Wraps The New Falcon is ready to roll — 28 years after the tinny XK

The first Ford Falcon wobbled off the production line on skinny tyres and marshmallow suspension to near disaster 28 years ago. It ran into so many warranty claims in the first year, Ford executives started wondering if the whole mess should be consigned to the rubbish bin. The XK Falcon, a carbon copy of an American housewives' shopping cart, was too tinny for Australia. The ball joints gave up the ghost at the first hint of a dirt road and the springs rode like a boat on Port Phillip Bay. The sorry episode left a lasting impression on Ford Australia.

Tomorrow, almost three decades, 1.8 million Falcons and boot-loads of experience down the dusty track, Ford will tug the wraps from its latest Falcon in a massive launch in the snowless Snowy Mountains at Thredbo. Ford's engineers and designers have been poring over the EA Falcon for five years. The company has spent a staggering \$700 million on the new car and production equipment, gutting factories and installing robots. The result is a slinky, big family car with a curious blend of old and new technology. While it has an overhead-cam, fuel-injected engine capable of out-performing Ford's legendary 351 V8, it has an old-fashioned "live" rear axle and three-speed automatic transmission.

This is Ford, the pragmatist, at work. The No. 1 Australian car maker knows the Australian car buyer inside out. Fred Bloggs who, apart from being short of a shilling, is concerned that his expensive new car should be capable of towing a decent load of rubbish to the tip. Ford looked at adapting several overseas cars for the new Falcon, but found problems with these cars. The main objection was the lack of cabin room — a blemish thought to have cost Holden's Commodore market leadership. Ford Australia went it alone with the encouragement of the Federal Government, forging a new car to replace the outdated, inefficient and top-selling XF Falcon.

The XF body, which was a facelifted XE and before that the XD, served Ford for a record nine years. Fleet buyers liked its robust simplicity, while taxi drivers loved its wide cabin and basic bench front seat which allowed them legally to carry one more passenger than Holden's Commodore. Most of all, country drivers who had been aghast at the ancient XK Falcon's ability to rip a sump open on the first cattle grid, had grown to respect the Falcon for its nonsense design and strength.

The car was, however, dated from its inception. While European and Japanese manufacturers were building overhead cam engines, Ford plugged along with its overhead valve powerplant which had changed little in 20 years. The Falcon's steering was mushy and the big car handled like a barge, and only its giant family size cabin and the end of the 1970s oil crisis kept it in front of the smoother Commodore. Ford started thinking about a replacement in 1980, and in 1984 it decided to build its own new car, code-named the EA-26. This car, it decided, should follow the same six-cylinder, rear-drive concept as the present vehicle, but it should have a new aerodynamic body, a more efficient and powerful engine, improved steering and front suspension. There also should be a long-wheelbase version for the popular station wagon and the prestige Fairlane and LTD.

The EA-26 took shape in the design studios and engineering workshops at Broadmeadows and Geelong where computer terminals were linked by satellite with massively powerful mainframe computers in Detroit. The EA-26 emerged slightly longer than the superseded model, despite a shorter wheelbase, thanks to its sloped, aerodynamic snout. It is about the same width, but roomier inside through more efficient design.

An in-line six-cylinder engine with an overhead cam was developed in two sizes — a 3.2-litre basic engine with the Ford's huge fleet market in mind and a 3.9-litre aimed at the private buyer. Two electronic fuel injection systems were developed with Bosch — a glorified carburettor called throttle-body injection for the plainer models and a more sophisticated multi-point system for the Falcon Ghia, Fairlane and LTD. According to performance figures obtained by The Sun, the multi-point 3.9-litre engine is a stunning performer, accelerating the Ghia from zero to 100 kmh in just 7.6 seconds — a split second quicker than the startling Commodore Turbo and almost 1½ seconds quicker than the defunct 5.8-litre (351 cubic inch) Ford V8.

There have been mixed reports, however, about the rear live axle suspension — one of the few mechanical hangovers from the XF. Although Borg Warner developed an independent rear axle with the Falcon in mind, Ford opted for the old coil-sprung solid rear axle to save money and retain the Falcon's solid reputation as a tow car (80 per cent of Falcons end up with tow bars).

Ford would have like to have launched the EA Falcon with a modern, four-speed automatic transmission. Borg Warner dragged the chain and it is not yet ready for production. So Falcon buyers who do not want the five-speed manual, will have to put up with the ordinary old three-speed slush box.

Barring launch disasters, the new Falcon is expected to go directly to No. 1 on the sales charts. Its real test will come in August when Holden launches its bigger V6 powered VN Commodore which also eventually will appear with Toyota badges. Ah, it will be like old times as "the Lion" in the red trunks and "Henry" in the blue come out swinging in a battle which will shape the Australian car industry to the year 2000.

Facts and Figures on the new EA

Engine: In-line, six-cylinder with single overhead camshaft. Basic engine is 3.2 litres with another at 3.9 litres.

Fuel System: Two types of fuel injection will be available. One is a simple throttle-body injection and the other a more efficient port or multi-point injection.

Power: 3.2 litre 90 kW at 4000 rpm; 3.9 litre 120 kW at 4250 rpm; multi-point 3.9 litre 139 kW at 4250 rpm.

Torque: 3.2 litre 235 kW at 3000 rpm; 3.9 litre 311 kW at 3250; multi-point 3.9 litre 338 kW at 3500 rpm.

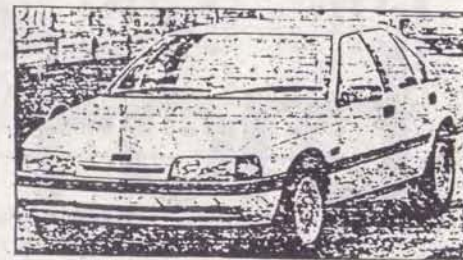
Transmission: Five-speed manual or optional three-speed auto (as on the present model.)

Steering: Power rack and pinion.

Acceleration: 0-100 kmh (manual): 3.2 litre 11.2 sec.; 3.9 litre 10.5 sec.; multi-point 3.9 litre 7.6 sec.



● The unsuccessful Falcon XK released by Ford in 1960.



Reprinted from **The Sun** (Australia), February 1988.



ON YOUR NEW AS TELSTAR TX5 GHIA

Ghia luxury and 2.0L power eng. 5 speed manual, four wheel disc brakes, power windows and door locks, AM FM radio cassette. In White-Fawn trim. SN 20738. Current replacement cost \$22,304.

Retell's Price only \$17,950

SAVE \$2086

ON NEW METEOR GL WAGON

Features 1.6L eng. 5 speed manual trans, electronic ignition, 50/50 split rear seat backrest, rear wiper/wash, headlight covers. In Monza Red-Fawn trim. SN 21239. Current replacement cost \$15,971.

Retell's Price only \$13,885

NEW XF FALCON GL AUTO

4.1L engine, T-bar automatic, electronic ignition, 4 wheel disc brakes, cloth seat facings, AM FM radio stereo cassette player. In White with Fawn trim. SN 21335.

You pay only \$16,990



Retell Ford

58-62 Nepean Highway, Mentone, 2km south of Southland.
Phone 584 9621 A/H Pat Morey 789 5690.

Country buyers reverse charges.

Slick Falcon crashes \$20,000 price barrier

By RON HAMMERTON,
motoring writer

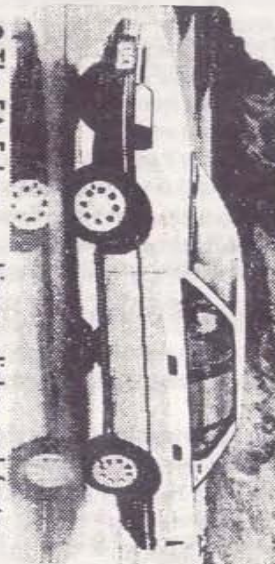
FORD'S slick new Falcon powered through the \$20,000 price barrier when it was released at Thredbo yesterday.

Even the most basic GL model in the EA Falcon range will set you back \$19,431 plus on-road costs such as stamp duty, registration and insurance.

This is more than \$3000 up on the pre-Christmas sale price of the superseded GL Falcon, and it could go even higher with another price rise expected within just four months.

The price hike is expected to hit Ford's big fleet sales, which accounted for 70 per cent of business last year.

But Ford president Mr Bill Dix said the new Falcon offered not only



● **The EA Falcon ... bigger, slicker and faster.** "greater engineering excellence, but more standard features."

"Only 2 per cent has been added to the price through economic reasons — the rest is added equipment," he said.

Ford spent \$700 million re-tooling and developing the new car which will go on sale in the first week of March.

Dealers already have 2600 orders from eager buyers, but Ford admitted yesterday it was having difficulty reaching full pro-

duction because of quality problems on the robot-managed production lines. The car was to have gone on sale on February 18 but delayed two weeks.

The new car has a choice of two overhead cam six-cylinder engines, 3.2 and 3.9 litres and a choice of two fuel injection systems.

It is the most sophisticated car engineered in Australia, taking five years from the drawing board to production. While the manual and automatic transmissions

and the rear "live" axle are the same as on the previous XF model, virtually everything else is new.

The pretty body, slightly longer and more spacious inside than the model it replaces, is vastly more aerodynamic.

It also looks smaller than the previous model, an optical illusion created by the smoother, rounder lines.

Ford claims the most powerful engine, the 3.9-litre with multi-point electronic fuel injection, will push the Falcon from zero to 100 kmh in just 7.6 seconds, making it the fastest Ford ever built in Australia.

Ford also released luxury Fairmont versions of the new Falcon yesterday, with the Fairmont Ghia selling for \$30,354. There also are long-wheel-base luxury Fairlans (\$33,960) and LTDs (\$47,339).

Reprinted from **The Sun** (Australia), February 1988.

41

Plastic Chrome Plating

INC
Vacuum Metalizing • Hot Stamping • Injection Molding
America's Finest Plastic Plating

We guarantee all work!

Dash Assemblies
Arm Rests

Custom & Production Work Available

Phone (313) 326-1858

39312 Dillingham • Westland, MI 48185

Gary

Kerry

RULES FOR CLASSIFIED ADVERTISING

All ads for the classified section of the newsletter must appear with a member's name to be considered a free ad (see page 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each. (Classified ads are limited to 50 words or less) All items listed in the classified must have a price. Ads submitted without prices will be returned to sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the editor. All ads must be received by the 10th of the month to appear in the next month's issue of The Falcon News. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS. SEND CHECKS PAYABLE TO FCA.

COMMERCIAL AD RATES: FULL PAGE... \$50.00 QUARTER PAGE... \$20.00
(Price per month) HALF PAGE... \$30.00
1/4 page photo ad \$15.00 for members \$25.00 for non-members

Only Falcon-related ads will be accepted for The Falcon News. **Warning** - The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know any experience, good or bad. The Falcon Club of America has the right to reject any or all commercial ads.

RARE & HARD TO FIND
USED PARTS SPECIALIST

FO MO CO NOS PARTS
FALCON REPRODUCTIONS

Parts List \$2.00
NORTH WEST CLASSIC
FALCONS
If I Don't Have It, I'll Find It
Comet Parts Also

Ron & Joan Boesl
(503) 241-9454

Mail & Phone Orders 1964 N.W. Pettygrove
VISA & MasterCard Portland, OR 97209

CARS FOR SALE



1963 Ford Falcon Convertible: Rebuilt engine. Okay condition, Engine runs well. Must sell to a good home. Price \$950.00. 1-804-973-4590.

Wil Rothacker
P.O. Box 6264
Charlottesville, VA 22906

68 Futura Wagon, V-8, auto, P/S, A/C, power dual tailgate, 53,000 miles. NOS grille and headlight bezels. \$2000 OBO. Sal Cosenza, 563 W. 9th Ave., Roselle, NJ 07203. (201) 245-1995.

63 Convertible, stored since 1971. No rust, engine runs but smokes. Bucket seats, all original car. \$3000 OBO. Sal Cosenza, 563 W. 9th Ave., Roselle, NJ 07203 (201) 245-1995.

64 Sprint V-8, 4-barrel 4-spd., A/C, 2-dr HT, recent overhaul \$2600. Gene Morgan, 720 Timberhill Drive, Hurst, TX 76053. (817) 282-0439.

63 1/2 Sprint HT, 260 V-8 auto. Nice interior, very nice condition. \$3000. Gordon Wing, 813 N. Dean St., Bay City, MI 48706. (517) 684-8894.

63 1/2 Sprint, parts car. Will sell parts or as is. Motor, trans. & emblems missing, sheet metal & glass in good condition. Larry Peacock, 2019 E. Arkansas Ln. # 139, Arlington, TX 76010. (817) 277-5843.

65 Falcon Ranchero, V-8, auto, very straight body, runs good, new tires, original wire wheel caps 14", needs interior work. \$1500 OBO. Larry Peacock, 2019 E. Arkansas Ln. # 139, Arlington, TX 76010. (817) 277-5843.

61 Falcon 2-headed car, made into a 4-dr. Rear doors open backwards, rear of car is another front section which also has a steering wheel. A very unique novelty car. Would rather sell to a Falcon club member than just anybody. Engine runs, clutch is stuck to the flywheel. Body pretty good, \$900. Robert Lemen, 8441 Midland, St. Louis, MO 63114. (314) 426-3556.

65 Falcon 4-Dr., Standard on the column. Lt. blue, \$500 OBO. Kathy Capezzuto, 44 Hartwell Rd., Bedford, MA 01730. (617) 275-1455.

61 Falcon 2-Dr. Wagon, 6 cyl., 3-spd. Not running, fair body, complete and restorable, spare 170 engine. \$350 OBO; 60 Falcon Ranchero, 6 cyl., 3-spd., runs, complete truck, needs brake repair and restoration \$550 firm; 63 1/2 Futura 2-Dr. HT, 6 cyl. 4-spd. Dagenham, wire wheel covers, complete car, runs, needs restoration. Have new correct carpet for this car, \$850 or near offer. 63 Futura 4-Dr. Sedan, 6 cyl., auto, dependable rust-free orig. car. Nice body and correct redone interior, \$1000. James Knapik, 5617 Timber Lane, Charlotte, NC 28226. (704) 365-2055.

65 Ranchero Deluxe, 289 auto, A/C, Arizona car, no rust, motor and rear quarter panel need to be replaced (have replacement quarter). Excellent potential, \$2000 OBO. Daniel Beisell, P.O. Box 1706, Chandler, AZ 85244. (602) 821-5576 after 5:30 p.m.

63 Falcon Futura 2-Dr. HT, black with red interior, 260 V-8, auto, P/S, factory A/C, factory seat belts, wire wheel covers, new battery and white wall tires, near perfect 22,000 mile original car. \$7,250. Don Schuster, 1403 E. Olive St., Bloomington, IL 61701. (309) 663-0403 (p.m. only).

63 Falcon Conv., 6 cyl. 4-spd. w/ht bench seat. Slightly modified 200 engine. \$4,250. Lyman Rutherford, 36 Worley St., W. Rotbury, MA 02132. (617) 323-4419.

CARS FOR SALE

64 Falcon 2-Dr. HT, 289 eng., Factory 4-spd. Holley 600 CFM Carb. Hi-rise intake. Dual exhaust, air shocks. Black with black tuck interior. Ford 500 Rallye wheels. \$3000 firm. **64 Ranchero 289 V-8**, 600 CFM Holley Carb. Hi-rise intake. Red with chrome wheels. Sunroof. Sharp. \$3500 firm. Sam Landreth, 4136 W. Main, Artesia, NM 88210. (505) 746-4655 8 to 5 p.m.

60 Falcon 2-Dr., 6 cyl. 144 cu. in. eng. New tires, clutch, about 1,000 miles on overhaul, new paint job. REAL SHARP CAR. You must see! \$4,500. 57,874 actual miles. No rust, never driven in winter. E. Leroy Smothers, 11 Ronald Dr., Decatur, IL 62526. (217) 877-3456.

64 Falcon Futura Conv., fresh red paint, white top, black int. Exc. cond. Arizona Title, solid metal 6 cyl. auto. Rebuilt trans., many new parts. Drive anywhere, \$6500. R. Kiessel, 18690 Savage, Belleville, MI 48111. (313) 753-9214.

61 Falcon 4-Dr. Station Wagon, about 5000 miles on rebuilt 6 cyl., runs excellent. Auto. radio, chrome factory luggage rack, good tires, made for fender skirts. Needs paint and some interior work. \$800. Kenneth Kolb c/o Gertrude Kolb, Rt. 1, Box 413-A, Prairie Grove, AR 72753. (501) 848-3449.

62 Falcon Convertible, no engine or trans. Little or no rust, very restorable. \$500 with 61 parts car. John Hewlett, 2120 65th Place, Lubbock, TX 79412. (806) 745-4955.

62 Futura, black with red interior, buckets, console, new rugs, 170 standard. Runs good, 88k original miles. Exterior beautiful - needs floor work. Extras - ten yards of NOS fabric, two sets rear seats, door panels, Futura hubs, lots more. This ain't no car - it's a love affair. \$1150. Dan Walsh, Box 2394, Alexandria, VA 22301-0394. (703) 549-4957.

LEAD ON CAR

65 Futura Conv., 6 cyl., 3-spd., white w/red interior. Very good original condition, 95% restored w/new upholstery, new chrome bumpers and grille. \$4500 OBO. Chris Callahan, 6055 Springdale Ct., Fort Worth, TX 76148. (817) 281-5974.

CARS WANTED

63 Falcon Convertible. Restored or nearly restored. Must have V-8 and A/C. I have a 63½ Falcon Ranchero bought from orig. owner, red/red, factory 260 V-8, auto, original condition which I would consider trading. Michael Clark, Rt. 3, Box 270A, DeFuniak Spgs., FL 32433. (904) 859-2488.

63-65 Station Wagon or Sedan Delivery, 2 or 4-dr. V-8. Looking for a decent car at a decent price. Also need a center console for 66 Falcon. Steve Watts, 2712 N. 99th St., Omaha, NE 68134.

Looking for a 63½ Falcon HT with Factory V-8 option. Car must be rust free Southern or Western car, condition of drive train is not important. Please send complete description & Photo if possible. I'm not looking for a restored car, just a good solid basic car for a project. Ron Johnson, 123 West Mountain St., Worcester, MA 01606.

PARTS FOR SALE

NEW PARTS: 60-63 gas cap \$24.95; 64-65 gas cap \$34.95; 64-65 gas cap emblem \$18.95; 65 grille emblem insert \$18.95; 60-63 steering wheel \$74.95; 64-65 hood ornament \$38.95. 62-63 fender ornaments C2DZ-16178/9-A \$69.95 pair, weatherstrips - call; molded carpet \$99.95; 63-64 Sprint fender script \$14.95; 64 Sprint V-8 emblem \$19.95; Falcon fender cover \$14.95. Add 10% shipping. Send SASE for list. Ron Miller, Box 392, Timberville, VA 22853 (703) 896-5910.

66-67 hoods, fenders, 67 trunk lid. Michael Gauwain, 426 Pearl, Keller, TX 76248. (817) 431-3348.

Falcon A/C parts, NOS, reproduction or rebuilt, one part or complete systems. Most items available. Call or write: Classic Auto Air Mfg. Co., 220 W. Kennedy Blvd., Tampa, FL 33606. (813) 884-3681 or 251-2356.

64 Falcon parts - 2 barrel carb and manifold, \$75; complete power steering system, \$100; complete A/C system, \$400; flywheel, \$20. Gene Morgan, 720 Timberhill Dr., Hurst, TX 76053. (817) 282-0439.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings, \$75. Specify engine size and year. Bands \$40 each, adjustable modulator \$8. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065 Evenings.

66 dashpad, perfect, \$180.; Excellent 66/67 red Futura door panels \$125 pair; armrests \$50 pair; 68/69 Vinyl roof trim, \$80, 64 \$120. Parting out more than 15 60-65 cars. I have most of the repro. parts as well. Deal direct with a Falcon lover and driver prepared to meet your needs. SASE w/needs. Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

62-63 front fender ornaments, \$50 excellent shape. John Hewlett, 2120 65th Place, Lubbock, TX 79412 (806) 745-4955.

64-65 Falcon tach 6cyl. trade for 8 cyl. tach or \$130. 65 tail light lenses w/o backups \$12. Mallory dual point with vacuum advance, fits 260-302 smallblock V-8's, brand new, never used \$100. Also Mallory unilite, needs new drive gear \$80. Traction bars fit all Falcons \$20. Borg Warner T-10 from Mustang \$150. Troy Witt, 108 Strese Lane, Apple Valley, MN 55124.

60-62 Falcon NOS original Ford 2-speed electric wiper motors. Installs in less than 30 minutes. No more need for that troublesome double-action fuel pump. Eliminate those vacuum wiper blues for only \$79 postpaid! Please call as I only have a few left. Bill Wilton, RD3 Box 144, Old York Rd, Ringoes, NJ 08551 (201) 806-6666.

60-65 door panels 2-dr., 4-dr., 2-dr. HT \$10-\$40. 60-65 fenders, \$75. 63-64 Ranchero tailgate \$60. 60-68 grilles \$30. 60-65 hoods \$75. 60-65 decklids \$50. 60-65 original seats \$50. 63 Conv. bucket seats \$30. 63-65 Conv. visors red \$40. 63-65 HT Fut. visors red \$35. 60-65 visors white vinyl \$15. pr., orig. seat belts \$20. pr., 64 260 emblems \$5 ea., 67 day/night mirror \$10, 64 tail light buckets w/lens \$15. 64 Wgn. tail light bu w/lens \$20. 61 headlight bezels \$15. pr., 64 kick panels \$15. ea., 62 washboards rear qtr. Sdn. & Wgn. \$40. set, 60-61 deck lid ornament \$10 ea., dome lite bezels used \$1. ea. Chrome motorcraft locking gas cap (No Key) \$10. 60-65 Ranchero wind & top of bed trim small \$5, large \$10. 62 Wgn. tailgate with manual window \$100. 64-65 Country Sq. power tailgate \$150. Conv. Header bow rough \$40. 60-65 stone deflectors \$25. I have more, too much to list. Send SASE or call. Dan Amey, 1771 Ragland Ave., Clearwater, FL 34625. (813) 797-6817.

PARTS WANTED

Need a low mileage Fordomatic transmission for 64 Falcon with 260 V-8. No basket cases, please, I've already got one! Ron Johnson, 123 West Mountain St., Worcester, MA 01606. (508) 852-0794.

64 Falcon Station Wagon parts: headlamp buckets complete with chrome ring, V-8 front wheel spindles, front disk brake assy., side gas tank cap for wagon, fiberglass front fenders. I have some parts to trade. Tony Oresteen, 452 Orion, Batavia, IL 60510. (312) 879-5608.

For 65 Futura HT: one pair of used plastic back-up lenses only (no cracks). I do not need the metal cross-hair pieces nor the wiring assy. Marin F. Ennis, 1405 Dogwood Dr., West Lawn, PA 19609. (215) 678-2997.

For 62 Ranchero: need a set of good used fender skirts with attaching parts. For 63 Falcon: need 2 good used headlight doors. Richard Maples, 5026 Village Lawn, San Antonio, TX 78218.

4 13" spinner hub caps to fit 64 Falcon Conv. Howard Phillips, 802 St. Joseph St., De Pere, WI 54115. (414) 336-6297.

For 60 2-Dr.: right front gray plaid door panel. Also headliner in authentic rayon material. Steve Stubblefield, Rt. 5, Box 474, Marion, IL 62959. (618) 995-2547.

Automatic shifter column, any color as long as it has shifter lever. Bruce Christy, Rt. 2, Box 38A, Willacoochee, GA 31650.

For 63 Deluxe Wagon: front bench seat upholstery (vinyl) with embossed Falcon symbol, light tan color. Howard Minners, 4700 Locust Hill Court, Bethesda, MD 20814. (301) 530-1441.

PARTS WANTED

Tachometer for 63½ Falcon Sprint, with back cover, with or without base, working or not. Also Sprint horn ring NOS or excellent. James A. Larkin, 715 Webster Dr., Elk Township, Monroeville P.O. N.J. 08343-9057. (609) 881-2917 weekdays till 1 p.m. Weekends any time.

LITERATURE FOR SALE

Ford Interchange Manuals, body and mechanical parts, all models included. 50-65 \$26.50 p.pd., 63-74 \$31.50 p.pd. Both \$54.50 p.pd. 63 Service Specifications Manual, 92 pages of facts, dimensions, weights, etc., NOS, \$6.50 p.pd. (\$5 with interchange manual). Jim Lungwitz, Box 1078, Monticello, MN 55362.

60-63 Shop Manual \$24.95, 64 Shop Manual \$44.95, 65-68 Shop Manual \$26.95; Falcon by Ray Miller \$34.50; Falcon 60-70 \$11.95, 63-65 Falcon Dealer Facts Booklet \$5.95 per year. Add \$2.95 shipping per order. Ron Miller, Box 392, Timberville, VA 22853. (703) 896-5910.

"How to modify your Falcon." Reprints of tech. articles plus disk brake conversion, and engine suitability/header information (new), \$5. Add \$1 for negative roll suspension information (Global West Catalog). Alan's Restorations, P.O. Box 2126, Truckee, CA 95734-2126.

MISCELLANEOUS WANTED

WANTED - Falcon enthusiast in USA or Canada to correspond with FCA member in Australia & exchange Falcon/Ford literature. Also wanted, an FCA member to assist in locating parts in USA to send to Australia to complete current project (not a lot of parts are needed). Rob Nicholls, 715 Bond St., Ballarat 3350, Victoria, Australia

!!!!!!ATTENTION F.C.A. MEMBERS!!!!!!

Keep this information for future reference. If you have any question about the following years, and the answer could be found in a shop manual, please contact the following members.

Technical Advisors

SELF ADDRESSED STAMPED ENVELOPE REQUIRED FOR ANSWERS.

Falcon year	Name & Address
1960:	Bonnie Stringer, 110 Nicholson Ave., Long Beach, MS 39560
1961:	Phil Barber, 2574 Riva Rd. #17-A, Annapolis, MD 21401
1962:	Glen Vanderendonk, 4305 North Spruce, Kansas City, MO 64117
1963 HT:	Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467
1963 Conv.:	Robert Swope, 318D Fenwick Rd., Ft. Monroe, VA 23651
1964 Conv.:	Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507
1964-65 Ranchero:	Dave Jones, Box 565, Parachute, CO 81635
1964 HT/Sed.	Tim Hodgdon, Rd #1 Box 399, Vergennes, VT 05491
1965:	Cliff Smith, 1210 Crescent Drive, Bloomington, IN 47401
1966:	Steve Springer, 3924 Camino Dr., Plano, TX 75075
1967:	Roy Sword, 629 N. Hospital, Jacksonville, AR 72076
1968:	Leon Grantham, 8108 E. 59th St., Kansas City, MO 64129
1969:	Charlie McCordy, 6391 Holcomb, Des Moines, IA 50322
1970 & 1970½:	Ken Pullt, 1704 Green Rd., New Haven, IN 46774
Head of Advisors:	Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827

THE FALCON CLUB STORE

Falcon Club of America T-Shirt (short sleeve, white/red trim)	
Adult - S, M, L, XL; Child's - M, L	\$ 7.00
T-Shirts (white w/screen print colored pictures) 60-63 or 64-65 or Early Rancheros or 65 Rancheros S, M, L, XL	7.00
T-Shirts - Falcon fender drawing on front, back fender drawing on back (silver, yellow, ecru, blue) S, M, L, XL	9.00
Sweatshirt (grey, navy, maroon & red trim-FCA logo) give 2nd choice on color S, M, L, XL	13.00
Golf shirt w/pocket, collar/FCA logo (royal blue, red gold) give 2nd choice on color S, M, L, XL	13.00
Ladies' Golf Shirt (pink, yellow, white/red trim, white/navy trim) S, M, L	13.00
Hat (mesh ball style w/FCA patch or winter weight) red	6.50
Convention Booklets (1981-1987)	each .50
Books: 1960/62 Reproduction Shop Manual (includes V-8)	30.00
FALCON/Ray Miller (hardcover 320 pages)	40.00
Ford Falcon 1960-1970 (100 pgs. 180 ill.) Collection of articles from automotive magazines	14.00
Ford 1903 to 1984 (9 x 11) 384 pgs. (32 in 4-color)	15.00
1963 Falcon Sprint road test (8 pgs. 18 ill.)	4.00
Decal-National Club (for window)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch FCA (9" round)	6.00
RANCHERO (rectangular 1" x 4")	2.50
FALCON with year (60 thru 70 plus 63½)	3.50
Memo Pad (FCA imprint)	.50
Ball Point (FCA The New Size Ford Imprint)	.75
Falcon Fender Cover (24" x 47" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	5.00
License Plate (Falcon Club of America-white/red letters)	4.50
License Plate Frames (FCA logo)	each \$6 or pair 11.00
Sign-Metal-Printed	
"Falcon Parking Only"	12.50
"Parking for My Falcon Sprint"	12.50
Bumper Sticker (I (heart) My Falcon) new vinyl	2.00
FCA Pin/Hat Tack	3.00
Pins/Hat Tacks: All pins	each 2.50
Futura Script (Silver)	Falcon Bar (red/white/blue) Large
Ranchero Script (Silver)	Falcon Bar (red/white/blue) Small
Sprint Script (Silver)	Silhouette of 1960-63 Ranchero
Falcon Script w/year (Silver)	Silhouette of 1963 Hardtop
(1960-1970)	Silhouette of 1964-65 Hardtop
289 Sprint V	Futura Bar (red/white/blue)
260 V	Bird Emblem w/year (red, white, blue)
289 (white/blue)	(1960-1967)
289 V	Ford #1 (red/white/blue)
Ranchero Bull Head	Ford Motorsport (white square)
LIMITED EDITION BELT BUCKLE (oval FALCON)	10.00
Can Coolers	2.50
New 1½ hour Video of Conventions & Regional since 1981	12.00
POSTAGE IN THE U.S. Please add \$2.00 • PLEASE STATE SIZE	
Canada & foreign orders please send money order (U.S. dollars) and include \$3.00 postage. Please make checks and money orders payable to Falcon Club of America. Send all orders to: ELLEN O'DELL, 417 VALLEY VIEW DR., EAST ALTON, IL 62024.	